

**ORIGINAL TO GENERAL FILES**

D.O.T. 66

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

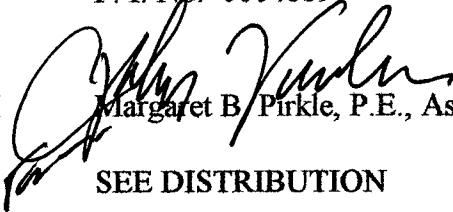
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**INTERDEPARTMENT CORRESPONDENCE**

**FILE** MSL-0004-00(689) Fulton County  
P. I. No. 0004689

**OFFICE** Preconstruction

**DATE** August 19, 2003

**FROM**  Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

**TO** SEE DISTRIBUTION

**SUBJECT** REVISED PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

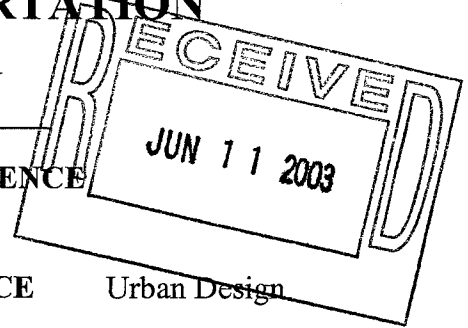
Attachment

**DISTRIBUTION:**

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STATE OF GEORGIA**

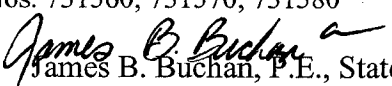
**INTERDEPARTMENT CORRESPONDENCE**



**FILE** MSL-0004-00(689), Fulton County  
Peachtree Road fm Shadowlawn Avenue to  
Peachtree Dunwoody Road/Roxboro Road  
P.I. No. 0004689  
A.K.A. STP-104-1(41, 42, 43), Fulton County  
P.I. Nos. 731560, 731570, 731580

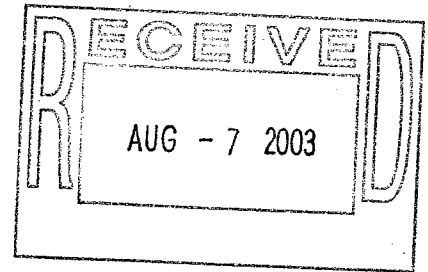
**OFFICE** Urban Design

**DATE** May 29, 2003

**FROM**   
James B. Buchanan, P.E., State Urban Design Engineer

**TO** Meg Pirkle, P.E., Assistant Director of Preconstruction

**SUBJECT** Revised Project Concept Report



Attached is the original copy of the revised Concept Report for your further handling for your approval in accordance with the Plan Development Process.

The purpose of this revised concept report is to change the typical section to a narrower lane configuration. These changes will reduce the right of way requirements due to the more compact typical section without adversely affecting safety and operations.

The revised concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Program (RTP) and/or the State Transportation Improvement Program (STIP).

Date 8/6/03

  
State Transportation Planning Administrator

**Distribution:**

David Mulling, Project Review Engineer  
Harvey Keeper, State Environment / Location Engineer  
Phillip Allen, State Traffic Safety and Design Administrator  
Marta Rosen, State Transportation Planning Administrator  
Percy Middlebrooks, State Financial Management Administrator  
Steve Henry, District 7 Engineer  
Paul Liles, State Bridge and Structural Design Engineer

Project Concept Report page 1  
Project Number: MSL-0004-00(689)  
P. I. Number: 0004689  
County: Fulton

**Need and Purpose:** The roadway network in Buckhead is currently plagued by peak period and afternoon congestion resulting in increasing travel times, reduced accessibility for the surrounding commercial, office and residential development and degraded air quality for the region. These factors, combined with an underutilized MARTA station, an inadequate pedestrian network and the absence of bicycle facilities, result in an unbalanced transportation system that operates inefficiently serving neither local nor through traffic adequately. Modal diversity is a key element in the transformation of Peachtree Road into a truly modern roadway.

The proposed project will enhance the use of alternative modes of transportation that will help relieve the roadway network and create a host of viable options for travel to, from and within the community. These efforts combined with the efforts underway to balance development by adding high density housing and multi-use development that are community-friendly will create new demand and enhance latent demand for pedestrian connections and other choices for internal and external travel. *Residents* will be able to access transit for commutes to and from other employment centers in the region. *Residents* will be able to reach shopping, entertainment and office destinations by foot or bicycle. *Commuters* coming to the retail, hotel and service jobs from MARTA will be better able to reach work destinations by foot, shuttle and bicycle and will be better able to eliminate midday automobile trips as well. *Convention* traffic will be able to use transit for connections to downtown and will be more comfortable traveling in the community due to the wayfinding signage. *Visitors* and *shoppers* arriving by car will be able to park once and use other modes for internal circulation within the district.

The addition of a landscaped median improves safety for both pedestrians and motorists by eliminating points of conflict for automobiles, limiting turning movements which block the flow of traffic, and by providing refuge for pedestrians at the major intersections. An analysis of accidents in the corridor indicates a reduction in mid-block accidents of more than 30% can be expected due to the addition of a median.

The combination of elements in this project will allow Peachtree Road to serve the two purposes which typically put it at odds with itself: through traffic and local circulation. The combination of improved efficiency and enhanced modal alternatives will allow Peachtree Road to more adequately serve through movements while allowing the community to reclaim the corridor as their own.

**Project location:** The proposed project is located in the Buckhead area in the City of Atlanta. The project is 1.33 miles in length extending from Shadowlawn Drive (MP 0.37) Roxboro/Peachtree Dunwoody Road (MP 1.70).

03/28/03

State of Georgia  
Department of Transportation

Project Concept Report page 2  
Project Number: MSL-0004-00(689)  
P. I. Number: 0004689  
County: Fulton

**Description of the approved concept:** The roadway will consist of six lanes with 2 five-foot bike lanes and a nineteen-foot raised landscaped median. The sidewalk will vary in width from eight feet to eleven feet with a 6-foot landscape strip separating the sidewalk from the traffic lanes. The right-of-way will extend to the back of the sidewalk.

**PDP Classification:**

Full Oversight ( ), Exempt(X), SF( ), Other ( )

**Functional Classification:** Urban Principal Arterial

**U. S. Route Number(s):**                      **State Route Number(s):**    141

**Traffic (AADT) as shown in the approved concept:**

Current Year (2005): 50,000    Design Year (2025): 60,000

**Proposed features to be revised:**

- ☒ Typical Section
- ☐ Project Termini
- ☒ Changes in R/W limits which may affect the analyses of:
  - o Historic Resources
- ☐ Revised Alignment
- ☐ Access Control
- ☐ Controlling Criteria

**Describe the revised feature(s) to be approved:** This concept report revision is to change the typical section and the right-of-way limits. The original project concept called for 11-foot lanes throughout the length of the project. The thru-lanes adjacent to the outside bike lanes and the median will be reduced to ten feet in width from Shadowlawn Road to Stratford Road and from Lenox Drive to Roxboro Road. The center lanes and the left-turn lanes will remain at eleven feet wide. The lane width for the section of the project between Stratford Road and Lenox Drive will remain at eleven feet.

Other changes in the typical section to be applied throughout the corridor include the use of header curb vs. curb and gutter, and reduction in the median width.

The change in the typical section will affect the right-of-way limits by reducing the footprint of the project.

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Project Concept Report page 3  
Project Number: MSL-0004-00(689)  
P. I. Number: 0004689  
County: Fulton

**Updated traffic data (AADT):**

Current Year: 50,000 Design Year: 60,000

**Programmed/Schedule:**

P.E: 03/04 R/W: 03 Construction: 04

**Revised cost estimates:**

1. Construction cost including inflation and E&C,
2. Right-of-way, and
3. Utilities

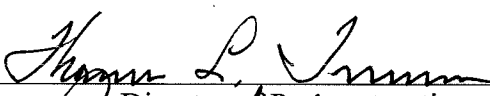
**Is the project located in a Non-attainment area?** .....X..... Yes ..... No.

This project is a non-capacity adding project. The number of through lanes (three in each direction) will remain unchanged as a result of the proposed improvement. As such, this project is considered exempt.

**Recommendation:** It is recommended that the above described revisions be incorporated into the previously approved concept to change the typical section. In doing this, this route will be a pedestrian friendly corridor that is more cost effective and will better meet the needs of this highly develop urban area.

**Attachments:**

1. Location Map,
2. Cost Estimates,
3. Typical Section,

Concur: 

Director of Preconstruction

Approve: 

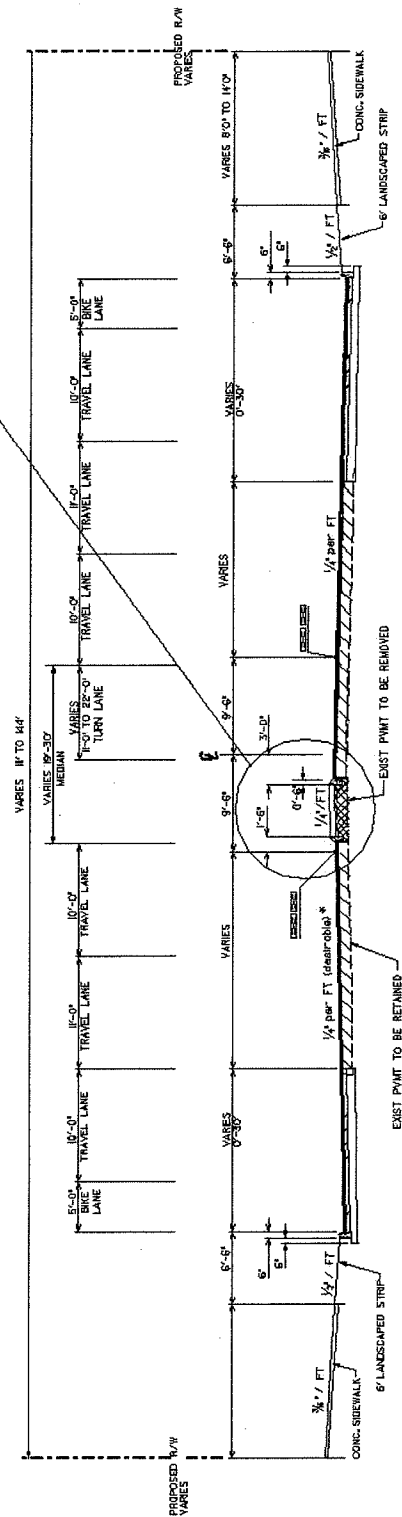
Chief Engineer

**State of Georgia**  
**Department of Transportation**

## PROJECT LAYOUT

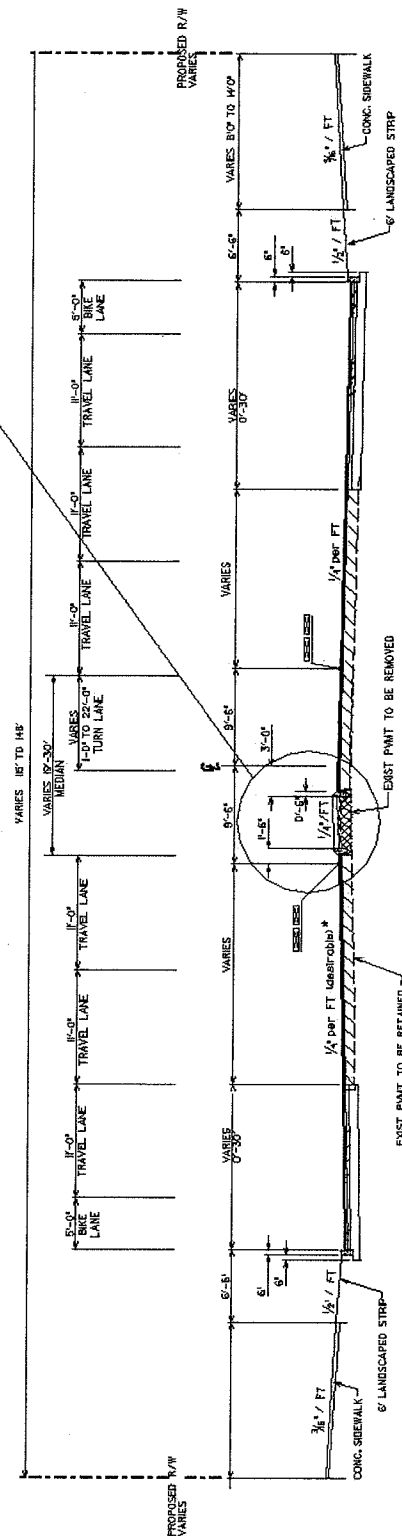
## Estimate Summary

P.I. Nos.	0004689 731560	0004689 731570	0004689 731580	<u>TOTAL</u>
Location	<u>Contract 1</u> Maple Dr. to MARTA Bridge	<u>Contract 2</u> MARTA Bridge to Roxboro Road	<u>Contract 3</u> Shadowlawn Ave. to Maple Dr.	N/A
Right-of-Way	\$12,514,000	\$12,510,000	\$2,569,000	\$27,593,000
Utility Relocation	\$2,766,000	\$5,315,000	\$588,000	\$8,669,000
Construction	\$2,897,000	\$4,547,000	\$593,000	\$8,037,000
E & C (10%)	\$289,700	\$454,700	\$59,300	\$803,700
Inflation (3yrs @ 5%)	\$502,300	\$788,300	\$102,700	\$1,393,300
Total Construction Cost	\$3,689,000	\$5,790,000	\$755,000	\$10,234,000
Grand Total Construction Cost (Includes R/W and Utilities)	\$18,969,000	\$23,615,000	\$3,912,000	\$46,496,000

[illegible]

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Diagram illustrating the dimensions of a granite header curb. The curb is shown with a height of 2'-6", a width of 9'-6", and a depth of 1'-6". The curb itself is 0'-6" high. The diagram also shows a cross-section of the curb and the underlying structure.



## STRATFORD ROAD TO LENOX DRIVE

